

the date of acquiring the same. After a sinking fund sufficient to amortize the cost of acquiring the bridge and its approaches shall have been provided, such bridge shall thereafter be maintained and operated free of tolls, or the rates of tolls shall thereafter be so adjusted as to provide a fund of not to exceed the amount necessary for the proper care, repair, maintenance, and operation of the bridge and its approaches. An accurate record of the amount paid for the bridge and its approaches, the expenditures for operating, repairing, and maintaining the same, and of daily tolls collected shall be kept and shall be available for the information of all persons interested.

Maintenance as free bridge, etc., after amortizing costs.

Record of expenditures and receipts.

SEC. 4. George A. Hero and Allen S. Hackett, their successors and assigns, shall within ninety days after the completion of such bridge file with the Secretary of War a sworn itemized statement showing the actual cost of constructing such bridge and its approaches, the actual original cost of acquiring any interest in real property necessary therefor, and the actual financing and promotion cost. The Secretary of War may at any time within three years after the completion of such bridge investigate the actual cost of constructing the same, and for such purpose the said George A. Hero and Allen S. Hackett, their successors and assigns, shall make available all of their records in connection with the financing and the construction thereof. The findings of the Secretary of War as to the actual original cost of the bridge shall be conclusive, subject only to review in a court of equity for fraud or gross mistake.

Sworn statement of construction costs, etc., to be filed after completion.

Investigation by Secretary of War.

Findings of Secretary conclusive.

SEC. 5. The right to sell, assign, transfer, and mortgage all the rights, powers, and privileges conferred by this Act is hereby granted to George A. Hero and Allen S. Hackett, their successors, assigns, and any corporation to which, or any person to whom such rights, powers, and privileges may be sold, assigned, or transferred, or who shall acquire the same by mortgage foreclosure, or otherwise, is hereby authorized and empowered to exercise the same as fully as though conferred herein directly upon such corporation or person.

Right to sell, etc., conferred.

SEC. 6. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendments.

Approved, March 2, 1927.

CHAP. 264.—An Act Granting the consent of Congress to the Department of Highways and Public Works of the State of Tennessee to construct, maintain, and operate a bridge across the Clinch River in Hancock County, Tennessee.

March 2, 1927.

[H. R. 16050.]

[Public, No. 681.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the consent of Congress is hereby granted to the Department of Highways and Public Works of the State of Tennessee, its successors and assigns, to construct, maintain, and operate a bridge and approaches thereto across the Clinch River at a point suitable to the interests of navigation and approximately at Kyles Ford on the Rogersville-Sneedville Road in Hancock County, in the State of Tennessee, in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906.

Clinch River.
Tennessee may bridge at Kyles Ford, in Hancock County.

Construction.
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SEC. 2. If tolls are charged for the use of such bridge, the rates of toll shall be so adjusted as to provide a fund sufficient to pay the cost of maintaining, repairing, and operating the bridge and its approaches, and to provide a sinking fund sufficient to amortize the cost of the bridge and its approaches as soon as possible under reasonable charges, but within a period of not to exceed twenty-five years from the completion thereof. After a sinking fund sufficient to pay the cost of constructing the bridge and its approaches shall

If tolls are charged, rates applied to maintenance and sinking fund.

Maintenance as free bridge, etc., subsequently.

Record of cost, expenditures and receipts.

Amendment.

have been provided, such bridge shall thereafter be maintained and operated free of tolls, or the rates of tolls shall thereafter be so adjusted as to provide a fund of not to exceed the amount necessary for the proper care, repair, maintenance, and operation of the bridge and its approaches. An accurate record of the cost of the bridge and its approaches, the expenditures for operating, repairing, and maintaining the same, and of the daily tolls collected shall be kept, and shall be available for the information of all persons interested.

SEC. 3. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, March 2, 1927.

March 2, 1927.

[H. R. 16954.]

[Public, No. 682.]

CHAP. 265.—An Act Granting the consent of Congress to the city of Blair, in the State of Nebraska, its successors and assigns, to construct, maintain, and operate a free highway bridge and approaches thereto across the Missouri River between the States of Nebraska and Iowa.

Missouri River. Blair, Nebr., may bridge, between Nebraska and Iowa.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the consent of Congress is hereby granted to the city of Blair, in the county of Washington, and State of Nebraska, a municipal corporation duly organized and existing under and by virtue of the laws of the State of Nebraska, relative to cities of the second class, to construct, maintain, and operate a free highway bridge and approaches thereto across the Missouri River at a point suitable to the interests of navigation, between a point in Washington County, State of Nebraska, and a point opposite in Harrison County, State of Iowa, south of the present railway bridge owned and operated by the Chicago and Northwestern Railway Company as a part of its right of way between the city of Blair, Nebraska, and the city of Missouri Valley, in the State of Iowa, in accordance with provisions of an Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906, and subject to the conditions and limitations contained in this Act.

Conditions. Vol. 34, p. 84.

Right to sell, etc., conferred.

SEC. 2. The right to sell, assign, transfer, and mortgage all the rights, powers, and privileges conferred by this Act is hereby granted to the city of Blair, in the county of Washington, State of Nebraska, its successors and assigns, and any party to whom such rights, powers, and privileges may be sold, assigned, or transferred, or who shall acquire the same by mortgage foreclosure, or otherwise, is hereby authorized to exercise the same as fully as though conferred herein directly upon such party.

Right to acquire real estate, etc., for approaches, etc.

SEC. 3. There is hereby conferred upon the said city of Blair, in Washington County, State of Nebraska, its successors and assigns, all such rights and powers to enter upon lands and to acquire, condemn, occupy, possess, and use real estate and other property needed for the location, construction, operation, and maintenance of such bridge and its approaches as are possessed by railroad corporations for railroad purposes or by bridge corporations for bridge purposes in the State in which such real estate or other property is located, upon making just compensation therefor to be ascertained and paid according to the laws of such State, and the proceedings therefor shall be the same as in condemnation and expropriation of property in such State.

Condemnation proceedings.

Amendment.

SEC. 4. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, March 2, 1927.